



Good Citizenship Vital

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

Sailors from the Abraham Lincoln Carrier Strike Group (ALCSG) work hard and the reward for that hard work is liberty in foreign ports.

Liberty is an important part of ALCSG's mission on its Western Pacific deployment, as the citizenship ALCSG Sailors exhibit is a direct reflection of both the United States and the Navy in host countries.

While visiting foreign ports it is very important that Sailors remember to practice good citizenship, according to USS

Abraham Lincoln's Command Judge Advocate, Lt. Cmdr. James Carsten.

"I think good citizenship means more than the absence of illegal behavior," said Carsten. "It's being a positive role model for other Sailors; it's being a good representative for the United States and the Navy and fostering positive relationships with the local population."

Carsten said that one of the most important ways Sailors can ensure they present that positive image is by ensuring they adhere to the liberty buddy policy ALCSG and Commander, U.S. 7th Fleet have in place.

He said that liberty buddies can monitor

each other's behavior and help keep one another out of trouble.

"You know when your shipmate is getting out of hand. You know when your friend has had too much. It's time for you to take positive control of that situation. Get them back to the ship before something goes wrong," he added.

"You can go out and have a good time, but do it in a responsible manner, and moderation is the key."

Different countries have different laws and different customs, and not understanding those laws and customs

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HSL-47 Assists Distressed Vessel

By MC1 MICHAEL MURDOCK
Penny Press staff

During routine flight operations in the South China Sea April 15th, a crew from Helicopter Anti Submarine Squadron Light (HSL) 47, "Saberhawks," identified and assisted a vessel in distress.

"We were flying around checking out all the surface contacts near the battle group," said Lt. j.g. James Bowen, one of the two pilots on board the SH-60B Seahawk helicopter when the vessel was spotted. "We were flying past and it just looked like an old fishing vessel."

However, the crew noticed the fishermen on deck were trying to signal them and as a result the crew decided to turn around and make another pass to check it out.

"This time there were more people on deck, and they were signaling us to come closer," said Bowen.

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Photo By IS1 John Torres

An SH-60B Seahawk Helicopter assigned to Helicopter Anti Submarine Squadron Light (HSL) 47 "Saberhawks" spotted a vessel in apparent distress. After signaling the Bac Lieu, it's crew responded positively. The crew of the SH-60B, with help from an Aviation Warfare Specialist from Helicopter Anti Submarine Squadron (HS) 2 "Golden Falcons" and the USS Russel (DDG-59) returned with food and water for the crew of the distressed vessel.

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Local Stories

Which Comes First, Attitude or Action?

FROM RELIGIOUS MINISTRIES DEPT.

Special to Penny Press

Volunteering for community service has become quite the “in” thing to do these days. Politicians are talking about it. Some public schools are requiring it for graduation. And in some jobs, it’s a virtual requirement for promotion. Part of this new-found concern may simply be a “fad” that will be forgotten in a few years. Part of it may also be “enlightened self-interest” as neighborhoods, churches, schools and even businesses realize that “community spirit” has a profound impact on everything we hope to accomplish. It may even be a growing national maturity.

Harvey Mackay, a self-made Minnesota millionaire, captured the “community responsibility” approach in an interview with Entrepreneur magazine back in 1993. “My father told me at age nineteen or twenty,” he said, “that 25% of your life should go back to the community. ... I’ve spent forty years now with entrepreneurs, charities or anyone who wanted help. The best thing anyone can do is get involved in something as a volunteer. Quite simply, you’ll have a better chance to be successful and happy.

Gratitude is a wonderful reason to “give something back.” It helps us focus on the good things in life rather than the bad, it builds relationships (a consequence which is good for us in a variety of ways), and it helps expand our understanding and vision. In a spiritual sense, it can also draw us closer to God. In the Christian tradition, we remember the words of Jesus who taught, “Inasmuch as you have done it to one of the least of these my little ones, you have done it to me.” He also gave us the “Parable of the Good Samaritan.” (Luke 10:29-37) And

James the apostle wrote, “If a brother or sister is naked and destitute of daily food, and one of you says to them, ‘Depart in peace; be warmed and filled,’ but you do not give them the things which are needed for the body, what does it profit?” (James 2:15-16)

But not all reasons for involvement are equally laudable. Some are selfish, cynical and breed distrust. I suspect that, at one time or another, all of us have known someone who seemed to fit that category. Someone who did all the right things ... for all the wrong reasons. That kind of “charity,” according to the Bible, can be hazardous to your spiritual health. Jesus warned (Matthew 6:1-4) to “Take heed that you do not do your charitable deeds before men, to be seen by them.” Rather, he admonishes, “Do not let your left hand know what your right hand is doing.” Part of that policy, of course, is to protect the dignity of those being served. But part of it is also to protect us from a proud, hypocritical spirit.

God’s intention, you see, is not simply that physical need be alleviated – as important as that is – but that “walls” between people be broken down, that caring relationships become the norm, and that we all begin to understand something of the character of God. “Beloved, let us love one another,” wrote John, “for love is of God.... He who does not love does not know God, for God is love.” (1 John 4:7-8)

So what comes first: right attitude or right action? I suppose someone could make a case for either one. Insight and maturity come to different people in different ways. The important thing is that we develop both... and become “whole” people. It’s a worthy goal. But is it one we actively seek? Today this week could be the beginning. See you on one of our future COMREL projects.



BEARINGS is a two-week course designed to improve “Zone A” attrition by enhancing a Sailors’ decision-making skills. The course increases their awareness of the assistance available to them, increasing the Sailor’s personal and professional development as members of our Navy.



April 19, 1898

USS Saratoga and the British Royal Navy aircraft carrier HM Illustrious sink three Japanese Vessels at Sabang, Netherlands East Indies.

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Local News

Looking Forward to Liberty?

Wearing Inappropriate Clothing Can Keep you on the Boat

By MC1(SW) JOAQUIN JUATAI
Penny Press staff

As Sailors aboard USS Abraham Lincoln (CVN 72) prepare for the first port call of their deployment, many questions have arisen as to what the civilian clothing policy will be for our visit. One of the major concerns as Sailors leave to go on liberty will be that they are appropriately attired.

According to the guidelines, "each individual, whether military or civilian, is an ambassador of the United States and the U.S. Navy while in this area of responsibility (AOR). As such, individual dress, attire and conduct should reflect credit upon oneself, the U.S. Navy and the United States."

Here are guidelines for civilian attire in Hong Kong, as well as the other ports Lincoln will visit in the 7th Fleet AOR:

Always present a neat and clean appearance

No shower shoes. Sandals with

straps such as Tivas or other sports sandals and women's sandals are appropriate.

No "active wear" or PT gear. Clothes that are meant to work out in should only be worn when working or in the gym. There are some clothes that can be worn in public and also be worn to work out in. If those clothes are neat, clean and presentable, they can possibly be casual wear.

Your pants or skirt should cover whatever is under them – no "sagging", no undergarments visible. No underwear of any type visible.

No extremely baggy, too long, or excessively frayed pants.

No mini-skirts.

No undershirts worn as outer shirts. No "dap caps" or do-rags.

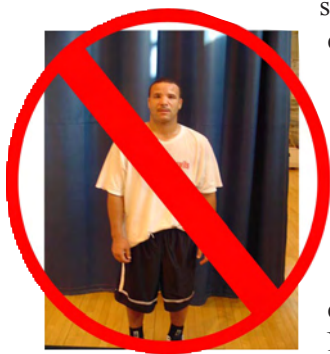
No exposed midriffs (no bellies).

Remember, part of good citizenship abroad includes the first impressions we make in our host countries. How we dress and present ourselves has a direct reflection on how our hosts perceive us.

Appropriate Wear



Pants not too long, T-shirt under basketball jersey, showing less than 1 inch. of midriff.



This is active wear for PT and the gym.

Across

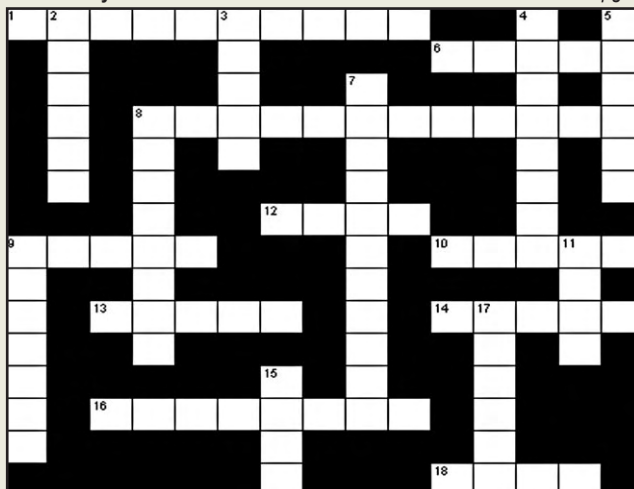
1. Incremental defensive system based on threat and operations, used in chemical warfare.
6. Which chemical agent is the only one with a known cure?
8. Who is the gas free engineer?
9. What is the most penetrating type of radiation?
10. What type of water does list control use?
12. Uranium is used as _____ for the Reactor.
13. What does an inclinometer measure?
14. What installed extinguishing system is used in the pump rooms?
16. What does a single ball day shape mean?
18. Projectile utilized against land targets or surfaces without heavy armor plating (aircraft or missiles).

Warfare Crosswords

Test Your SW/AW Knowledge

Provided by Lt. Alana Garas

Answers on pg 7



Down

2. What part of the fire triangle does CO2 attack?
3. What is the recommended type of pipe patch that should be used on a sharp bend in the piping?
4. What shape indicates an electronic fix on a chart?
5. What color triangle is used for CHEMICAL identification?
7. What is the angle of another ship's bow toward our ship?
8. What is the power source of the RAM FAN?
9. "_____ Positioning System."
11. What is 15 fathoms of anchor chain called?
15. How many modes of IFF are there?
17. Sonar that pings its targets to detect.

Features

Lincoln's Repair Div. Fixes Cat 3

Flight operations continue due to teamwork

By MC3(AW) M. JEREMIE YODER
Penny Press staff

Sailors from the Repair Division of USS Abraham Lincoln (CVN 72), performed a precise repair on catapult three April 10.

They repaired a fracture found in the catapult-heating trough near the ship's chapel. It is part of the trough heating steam drain, an essential steam catapult system component.

The rupture was discovered by an A-Division watch stander on April 5, one day prior to the ship's arrival in Hong Kong.

Although many Sailors from work centers around the ship played important roles in fixing the problem, four Sailors from Engineering's Repair Division were primarily responsible for machining the flange and replacing the 24-inch section of pipe.

The repairs were complicated by the precise tolerances required in machining the replacement part.

The steam trough is classified as a "level one" system, requiring exacting tolerances and precise welds due to the 600 PSI of steam pressure and 700+ degrees Fahrenheit temperatures at which the system regularly operates, said Chief Hull Technician (SW) Duane E. Menigoz, of the Repair Division.

Machinery Repairman 2nd Class Phillip L. Stewart of the lock shop and Machinery Repairman 3rd Class Ben R. Nelson of the machine shop spent seven hours machining the part.

Stewart said the part began as a piece of round stock. They machined it on a lathe to precise tolerances according to the needs of the system, finally milling bolt holes.

After the flange was machined, Hull Technician 2nd Class



Photo By MC3 Jordon Beesley

An F/A-18F Super Hornet of Strike Fighter Squadron (VFA) 151 "Fighting Vigilantes" launches from the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN-72) during a snow storm.

(SW/AW) David W. Luper from the pipe shop and Hull Technician 2nd Class (SW) Holly A. Gardner from the weld shop cut a piece of pipe to complete the fit.

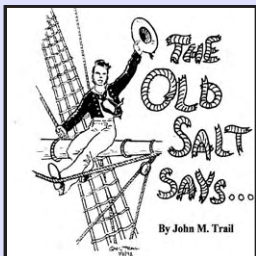
Luper said that after several layers were welded and inspected, the process was complete.

"It was really a lot of work on all of our parts," Gardner said.

She said that it was a joint effort, from the people who wrote the work package all the way to the people who stayed up late working on completing it through the night.

She said the work could not have been completed without everybody's help.

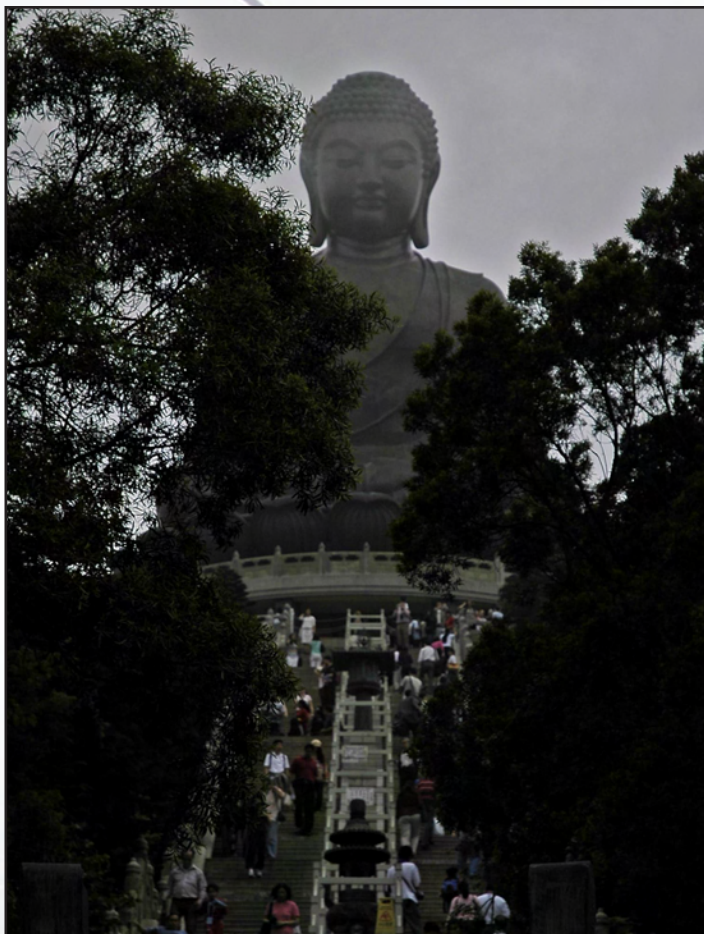
As a result of the expediently executed work accomplished by these excellent Sailors, flight operations were able to take place as scheduled.



STARBOARD AND PORT

Did you ever wonder where the terms "starboard" and "port" came from? Starboard developed from the word "steer board" as the right side of ancient ships looking forward had the large steering boards (this was before the invention of rudders) mounted there. Since most men were right handed, the steering board could be handled better using their stronger right arms. Also the right side of the ship was the side of honor, so the "steersman" (helmsman) would mount his tiller there. The other side being free from the encumbrance of the large tiller and "steering board", room would be had for the "loading boards". These were long wide boards from the pier to the ship to roll casks and barrels onboard, like our present gangway. This word "load board" was corrupted to "larboard", and "steer

board" to "starboard", hence "starboard and larboard". In 1844, larboard was officially changed to "port" ending confusion among the Sailors.



“Despite the overcast conditions, the bronze Buddha of the Po Lin Monastery was an awe-inspiring sight. After a traditional vegetarian meal, the group had the opportunity to explore the beautiful grounds of the monastery and it’s temples.” – HM3 Megan McLeaod.



With USS Abraham Lincoln’s (CVN 72) upcoming portcalls to Thailand and Singapore, Abe and Carrier Air Wing (CVW) 2 Sailors will enjoy some well-deserved time off.

However, some may be undecided about signing up for tours. Here are some first hand experiences from Sailors who enjoyed Morale, Welfare and Recreation Hong Kong.

Although it’s too late to sign up for Thailand tours on board Abe, Sailors will still be able to sign up at the Hard Rock Hotel.



With stops at a Wishing Tree, the Jade Tree, Jade Market and the Wong Tai Sin temple, the Kowloon tour gave us a brief glimpse into the life and culture of the people of Hong Kong. Bob our tour guide, gave us a wealth of information about the local area and the living conditions of the average person. -HM3 Megan McLeaod.



Features

Deployments... It's a Family Thing

By MCSN JAMES R. EVANS
Penny Press staff

While many of us like to think of our shipmates as family, for four Sailors onboard USS Abraham Lincoln (CVN-72), it's really the other way around.

Aviation Structural Mechanic Third Class Stephen Riley, and Airman Ian Choy, of Fleet Logistics Squadron 30 (VRC-30) have something unusual in common. Their brothers, Machinist's Mate Third Class Chris Riley, of reactor department, and Airman Dan Choy, of AIMD are also stationed aboard the Lincoln.

"When we were younger, we both sort of had our eyes set on joining the Navy," said Ian Choy. He and his brother, Dan, have a long family history of military service.

"Our great-grandfather was in the Navy, our grandfather was in the Army, and our father was in the Navy," said Choy. The two enlisted about a year apart and went to their separate commands after basic training. Neither knew they would be deploying together until their sister clued them in.

"I actually left a message on Ian's phone saying 'Hey I'm going on deployment on the Lincoln, can you watch my car?'" said Dan, the older Choy of the brothers. "Then I called our sister and she told me he was going out on the same boat, and I thought 'Well, so much for the car idea.'"

Although it is not forbidden for family members to serve



Photo by MCSN James R. Evans

From left to right AM3 Stephen Riley, from VRC 30, his brother MM3 Chris Riley, from Abe's Reactor Dept. pose with Airman Dan Choy, from AIMD and Airman Ian Choy from VRC 30.

together aboard a carrier at sea, if Lincoln were to become involved in a major conflict, the Riley and Choy brothers would most likely be separated. This is because of military policy adopted after World War II when the five Sullivan brothers lost their lives aboard the same ship in the Battle of Guadalcanal.

For the Riley brothers, they share many of the same interests, being on deployment is a rare chance to spend time together.

"We try to hang out whenever we can, whether it's him coming up to my shop to watch TV or us going to chow together once in a while," said Stephen.

"He's stationed in Washington and I'm stationed in San Diego, so we try to make the most of it," he added.

Being stationed aboard the same warship as your brother can have its perks. There's someone to hang out with after work and one less family member that you have to write home to. But of course, there's bound to be a little brotherly competition as well.

"When Chris made third class before me, the guys in my shop would really give me a hard time about it" said Stephen Riley. "He'd call the shop and they'd yell 'Hey Airman Riley, Petty Officer Riley is on the phone for you! And isn't he younger?'" laughed Stephen.

"I wouldn't say there's really any sibling rivalry between us though. I'll always outrank him because I'm his older brother."

Answers



Features

LAWS

Continued from page 1

could lead to trouble, according to Carrier Strike Group (CSG) 9 Staff Judge Advocate, Lt. Cmdr. Robert Crow.

"Singapore is vastly different in many respects," said Crow. "They have a strict adherence to the law.

"Things that we would think were minor in the United States are taken very seriously in Singapore. Things such as jaywalking, minor vandalism, spitting in the wrong place, loud gestures, and obnoxious behavior can subject you to their criminal jurisdiction and some fairly harsh punishment."

Crow explained that there is no Status of Forces Agreement (SOFA) between the United States and Singapore, which allows for service members to be tried and punished under the UCMJ.

"We can be tried and punished under their laws," he said.

"Not only are their laws very rigid, but their punishments are very strict. And that's not a situation that we want to be in."

In Singapore, Carsten explained, one of the laws that is a little different than those in the States is called outraging the modesty of a female. He explained that an action as little as grabbing a female's hand, or making a gesture or some type of comment to her that could be considered lewd is a possible offense.

Sailors can learn about what behavior is appropriate or inappropriate by watching the port briefs on SITE TV channel five, Crow said.

"Pay attention to the SITE TV briefs as to what the proper attire is and what's the proper behavior to be expected," he said.

Crow also emphasized the importance of adhering to the ALCSG buddy system policy.

"We all know how to behave in public. The buddy system is key; that's where we can back each other up," he said. "We have a duty to step in, take positive action and ensure that [a potentially inappropriate] situation does not get out of control."

The bottom line regarding conduct in the upcoming ports is simple, according to Crow.

"Good citizenship is respecting the country that we're visiting. And that [means] respecting their laws and respecting their customs. We have to conform to the behavior expected there.

As Lincoln visits foreign ports, it is important to remember that each Sailor is an ambassador of the Navy and the United States. The better our citizenship and conduct ashore, the more friends and allies will welcome and support the U.S. military and America in general.

HELP

Continued from page 1

"There were at least 10 people on deck waving both their arms," said Aviation Warfare Specialist 2nd Class (AW) Zachary J. Dotson, a sensor operator aboard the helicopter. "The vessel was dead in the water with a smaller boat tethered to it with a 50-yard line. I held up a bottle of water and we got a noticeable reaction."

The crew then proceeded to hover the helicopter near the 100-foot long vessel, which was of unknown nationality, and threw out a bottle of water.

"About five fishermen jumped into the water to get it, and we knew there was a problem on board," said Dotson.

The fishing vessel appeared to be very primitive, and the helicopter crew doubted they would have radio equipment on board, but they attempted to raise them anyway.

"We didn't get any response whatsoever," said Bowen. "At this point we called USS Abraham Lincoln (CVN 72) to coordinate efforts and request support."

The crew arranged to fly to USS Russell (DDG 59), which was near by, and pick up some supplies they could deliver to the vessel.

"We flew back and dropped the food and water to them," said Bowen. "We stayed in a hover and watched as they opened the package, and they seemed very ecstatic."

The HSL-47 crew tried to contact other vessels in the area that might have been able to assist, but could not get any response.

As a result, the USS Russell (DDG 59) moved into the area to monitor the vessel and further support the humanitarian effort if necessary.

"This kind of event shows the versatility we have; to shift from a military to a humanitarian mission at a moment's notice," said Cmdr. Shawn P. Malone, HSL-47's executive officer, and the other pilot on board the helicopter. "It also shows the kind of cooperation we bring to the region. We are more than a show of military power from the West, we are here to assist when needed."

Versatility and cooperation was also demonstrated by helicopter crew itself, as this was a joint crew and one member was from Helicopter Anti Submarine Squadron (HSL) 2, the "Golden Falcons."

"I flew with them as a [search and rescue] swimmer," said Aviation Warfare Specialist 2nd Class (AW) Zack D. Webb. "If [the vessel] was going down, I would have went in and performed rescues. If [anyone] was hurt, I would have went down, assessed the situation and got them into the bird."

Coincidentally, both crewmen onboard the helicopter had participated in the tsunami relief and Hurricane Katrina relief efforts in 2005, and their experience was critical to the success of this mission.

"They were guiding the helicopter into position so we could drop the food and water, and communicating with the vessel's crewmembers to see what they needed," said Malone. "They performed very well."

Local News



Shipmates

The strength of a warship lies in the hearts and hands of its crew



Photo by MC3 James McGury

Plane Captains assigned to the "Kestrels" of Strike Fighter Squadron (VFA) 137 observe flight operations aboard USS Abraham Lincoln (CVN 72).

Editor's Top 10

An Iranian Spokesman recently said Iran has spied on U.S. for two years. Here's what they learned...

10. Michael and Latoya Jackson are, in fact, the same person.
9. Kelly Clarkson is a reality tv show star, singer and a swear word.
8. Spongebob Squarepants is the Governor of California.
7. Geraldo Rivera knows more about troop movements than anyone in the Pentagon.
6. Supply's EAWS section is harder than quantum physics.
5. Hooters-girl uniforms aren't as attractive on Charlton Heston. But the bright orange shorts do help when hunting.
4. That Brokeback Mountain is an "alternative" movie, not a military operation.
3. Americans will believe in silly things like the Easter Bunny, Santa Clause and Scientology.
2. Based on celebrity reality shows, all Americans are crazy.
1. They learned that *Everybody Loves Raymond*.



USS Abraham Lincoln Safety Department's

Safety Sailor of the Week



ABFAN Juan Barrow

While fueling an E2 Hawkeye ABFAN Barrow ensured his safety with the proper PPE and followed operating procedures by electrically grounding the aircraft before connecting the fuel hose and ensuring personnel were clear of the area.

For observing ORM, Barrow is Abe's Safety Sailor of the Week.